

alley is under the authority and control of the State Highway Commission, a copy of the resolution shall be mailed to the Commission. At the hearing, any person may be heard on the question of whether or not the closing would be detrimental to the public interest, or the property rights of any individual. If it appears to the satisfaction of the council after the hearing that closing the street or alley is not contrary to the public interest, and that no individual owning property in the vicinity of the street or alley or in the subdivision in which it is located would thereby be deprived of reasonable means of ingress and egress to his property, the council may adopt an order closing the street or alley. A certified copy of the order (or judgment of the court) shall be filed in the office of the register of deeds of the county in which the street, or any portion thereof, is located.

(b) Any person aggrieved by the closing of any street or alley including the State Highway Commission if the street or alley is under its authority and control, may appeal the council's order to the General Court of Justice within 30 days after its adoption. The court shall hear the matter *de novo*, and shall have full jurisdiction to try the issues arising and to order the street or alley closed upon proper findings of fact by the jury. No cause of action or defense founded upon the invalidity of any proceedings taken in closing any street or alley may be asserted, nor shall the validity of the order be open to question in any court upon any ground whatever, except in an action or proceeding begun within 30 days after the order is adopted.

(c) Upon the closing of a street or alley in accordance with this section, all right, title, and interest in the right-of-way shall be conclusively presumed to be vested in those persons owning lots or parcels of land adjacent to the street or alley, and the title of such adjoining landowners, for the width of the abutting land owned by them, shall extend to the center line of the street or alley.

(d) This section shall apply to any street or public alley that has been irrevocably dedicated to the public, without regard to whether it has actually been opened.

"§ 160A-300. *Traffic control*.—A city may by ordinance prohibit, regulate, divert, control, and limit pedestrian or vehicular traffic upon the public streets, sidewalks, alleys, and bridges of the city.

"§ 160A-301. *On-street parking*.—A city may by ordinance regulate, restrict, and prohibit the parking of vehicles on the public streets, alleys, and bridges. To enforce an on-street parking ordinance, a city may install a system of parking meters and make it unlawful to park at a metered location unless the meter is kept in continuous operation. The meters may be actuated by coins or tokens, but no more than ten cents shall be required to actuate an on-street parking meter for one hour. The proceeds from the use of parking meters shall be used either (1) to defray the cost of enforcing and administering traffic and parking ordinances and regulations, or (2) to acquire, construct, reconstruct, improve, extend, or operate off-street parking facilities. Parking meter revenues may also be pledged to amortize bonds or other evidences of debt issued under the Local Government Revenue Bond Act. Nothing contained in Pub. Laws 1921, ch. 2, Sec. 29, or Pub. Laws 1937, ch. 407, Sec. 61, shall be construed to affect the validity of a parking meter ordinance or the revenues realized therefrom.

"§ 160A-302. *Off-street parking facilities*.—A city shall have authority to own, acquire, establish, regulate, operate, and control off-street parking lots, parking garages, and other facilities for parking motor vehicles, and to make a charge for the use of such facilities.